

COLUMBIA GORGE
The arrow indicates the Columbia River Highway

A detailed black and white illustration of a Native American man's profile, facing left. He has a serious expression and is adorned with traditional accessories, including a tall feathered headdress and a necklace with a prominent circular pendant. The style is reminiscent of early 20th-century travel posters.

Romance
of the
GATEWAY

Through the CASCADE RANGE

From the collection of the

San Francisco, California
2008

ROMANCE
of the
GATEWAY THROUGH THE
CASCADE RANGE

By Samuel Christopher Lancaster



THE COLUMBIA ~ AMERICA'S GREAT
HIGHWAY
Beautifully Illustrated in Natural Colors.



ROMANCE OF THE GATEWAY
THROUGH
THE CASCADE RANGE



HISTORY AND LEGENDS OF THE
COLUMBIA
Illustrated with beautiful half-tones and
an excellent map.



The J. K. Gill Company
Portland, Oregon

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by
SAMUEL CHRISTOPHER LANCASTER*



*Press of Kilham Stationery and Printing Company
Portland, Oregon*
*Plates by Hicks-Chatten Engraving Co.
Portland, Oregon*

The Basin of the Columbia River



JOHN MUIR said of this great Continental River:—

"The Columbia, viewed from the sea to the mountains, is like a rugged, broad-topped picturesque old oak about six hundred miles long and nearly two thousand miles wide measured across the spread of its upper boughs, the main limbs gnarled and swollen with lakes and lake-like expansions, while innumerable smaller lakes shine like fruit among the smaller branches."

"The main trunk extends back through the Coast and Cascade Mountains in a general easterly direction for three hundred miles, when it divides abruptly into two great branches, which bend to the northward and southeastward. The south branch, the longer of the two, called the Snake or Lewis River, extends into the Rocky Mountains as far as the Yellowstone National Park where its head tributaries interlace with those of the Colorado, Missouri and Yellowstone. The north branch, still called the Columbia, extends through Washington far into British territory, its highest tributaries reaching back through long parallel spurs of the Rockies between and beyond the head waters of the Fraser, Athabasca and Saskatchewan. Each of the main branches dividing again and again, spreads a network of channels over the vast complicated mass of the great range throughout a section nearly a thousand miles in length, searching every fountain however small or great, and gathering a glorious harvest of crystal water to be rolled through forest and plain in one majestic flood to the sea."

"In time of flood its current is sufficiently massive and powerful to penetrate the sea to a distance of fifty or sixty miles from the shore, its waters being easily recognized by the difference in color and by the drift of leaves, berries, pine cones, branches and trunks of trees that they carry."

Note.—The area of the Columbia Basin is 259,000 square miles or 165,760,000 acres. Of this area, 39,659 square miles are in British Columbia, leaving a net area within the United States of 219,341 square miles, or 140,578,240 acres.

OUR fondest dreams come true, if we work intelligently, earnestly, and with motives that are pure.

Long before he became President in 1801, Thomas Jefferson dreamed of a nation that would be as broad as the North American continent.

As early as 1783 he expressed the desire to "search that country" west of the Mississippi, and the purpose grew, when as American Envoy to France, in 1785, he learned that the French were contemplating the exploration of the Pacific Coast of North America.

Jefferson knew of the activities of the Hudson's Bay Company, "The Governor and Company of Adventurers of England Trading into Hudson's Bay," under charter granted by King Charles II in 1670. (This company is still doing business on a magnificent scale throughout the whole of Canada.) He also knew of the careful search being made along the entire Pacific Coast by both British and Spanish expeditions seeking to find the fabled Northwest Passage. The story of Jefferson's attempt to secure accurate information by every means possible concerning the western part of



Note.—Three grades of silver medallions were distributed with much ceremony by Lewis and Clark to Indian chiefs as the expedition proceeded. The larger ones, like these full size cuts (obverse and reverse) were given to the great chiefs, the smaller ones to the lesser chiefs. This one, found on an island in the Columbia, was struck with a spade and broken. These medallions had a stem and ring, and were worn about the neck with a string of beads. Oregon Historical Society owns this medallion.



North America, and the wonderful success attained is a matter of history.

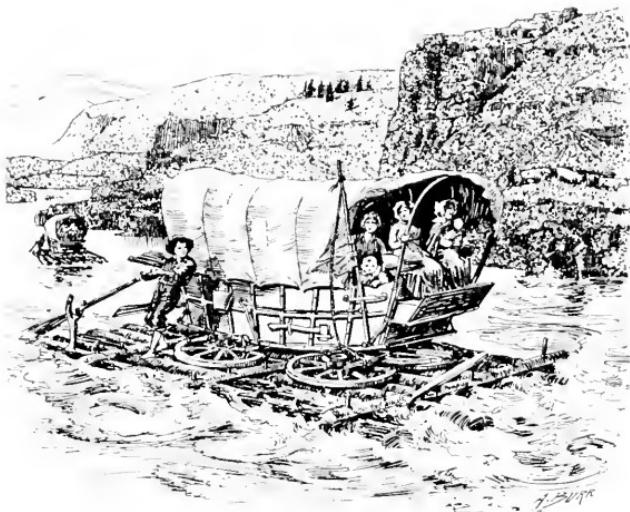
Of all that has been written, the most comprehensive, condensed, historic account was published in the May 1, 1919, issue of *The Mentor*, Serial No. 178, entitled "The Lewis and Clark Expedition, by Ruth Kedzie Wood, Author and Traveler," to whom grateful acknowledgment is hereby made for this splendid compilation of facts.

Her story, "Briefly told, of the Most Magnificent Adventure in the Annals of America," thrills the hearts of all, but for lack of space in this little volume, our readers are respectfully referred to *The Mentor*.

When President Thomas Jefferson sent Lewis and Clark to explore the unknown land "Where Rolls the Oregon," he instructed them to find the best low-grade watershed route across the mountains, between the Mississippi River and the Pacific Ocean, or, as the Indians expressed it, "Over the Shining Mountains to Everywhere Salt Water."

After crossing the Rocky Mountains, Lewis and Clark found the only sea level gateway through the great range of moun-

The sketch of the high-beaked Indian canoe, on this page, illustrates the way in which Dr. Marcus Whitman and his young bride passed through the Columbia Gorge when they came to Fort Vancouver in 1836, prior to establishing the Whitman Mission at Walla Walla, in the Spring of 1837.



Type of log raft used by pioneers between The Dalles and Cascade Locks. The original sketch was made from a description in the diary of Mrs. Elizabeth Dickson Smith Geer, who passed through the Columbia Gorge in this way.

tains which stretch along the entire western part of the continent of North America.

The personnel of this renowned expedition numbered thirty-two, including one woman and a young baby.

The homing instinct of Sacagawea, the young Indian mother, daughter of a Shoshone chieftain, who lived on the western slope of the Rocky Mountains, was of inestimable value and aided materially in the success of this dangerous expedition of "Peace and Friendship," during the long journey of thousands of miles among many powerful, hostile tribes, that had never seen a white man.

As a child, Sacagawea had been led captive by a band of victorious Minnetarees who lived east of the Rocky Mountains, and "After being won from her captors in a game of 'Hide-the-bone,' she became the property of a French-Canadian trapper who took her to wife when she was fifteen."

"During the winter of 1805 Sacagawea gave birth to 'Little Chaboneau,' a boy child destined to go down in history as the



This sketch tells the story of hardships endured by early pioneers in making the portage around the Cascades, or "Great Shoot." One of them said: "I carry my babe and lead, or rather carry, another through the snow, mud and water almost to my knees.

first baby to cross the Rocky Mountains and paddle his toes in the Pacific," for the husband of Sacagawea, Toussaint Chabaneau, the French-Canadian trapper, joined Lewis and Clark's party in the spring as interpreter to the Indians.

The ardent wish of Sacagawea to see her own people again, impelled her to strap her infant of two months on her strong young shoulders and join the party.

Throughout the long journey over high mountains, through deep canyons, over swift foaming rapids and whirlpools, she went "with her round-eyed pappoose, Baptiste, strapped on her back."

Sacagawea was loved by all for her bravery and skill in overcoming fearful obstacles. Picture the joy of Sacagawea on reaching the place of her nativity, as the party journeyed westward, to find that the chief, Black Bow, who welcomed them, was her brother.

Sacagawea* was able to obtain valuable information all along the way from the different tribes as they followed the water courses down the "shining mountains to everywhere salt-water."

The writer has often tried to imagine what emotions thrilled the hearts of Lewis and Clark as they passed through the Columbia Gorge in their high-beaked Indian canoes.

President Thomas Jefferson's instructions to these intrepid explorers were full and complete, for he had been dreaming about this part of the western hemisphere for many years. Lewis

* The exquisite bronze statue of Sacagawea with her pappoose, Baptiste, strapped across her shoulders, can be seen in Washington Park, Portland, Oregon, and *The Mentor*, Serial No. 178, contains an excellent photograph of this statue.



Hudson's Bay Batteau, used on the Columbia River, below the Cascades.

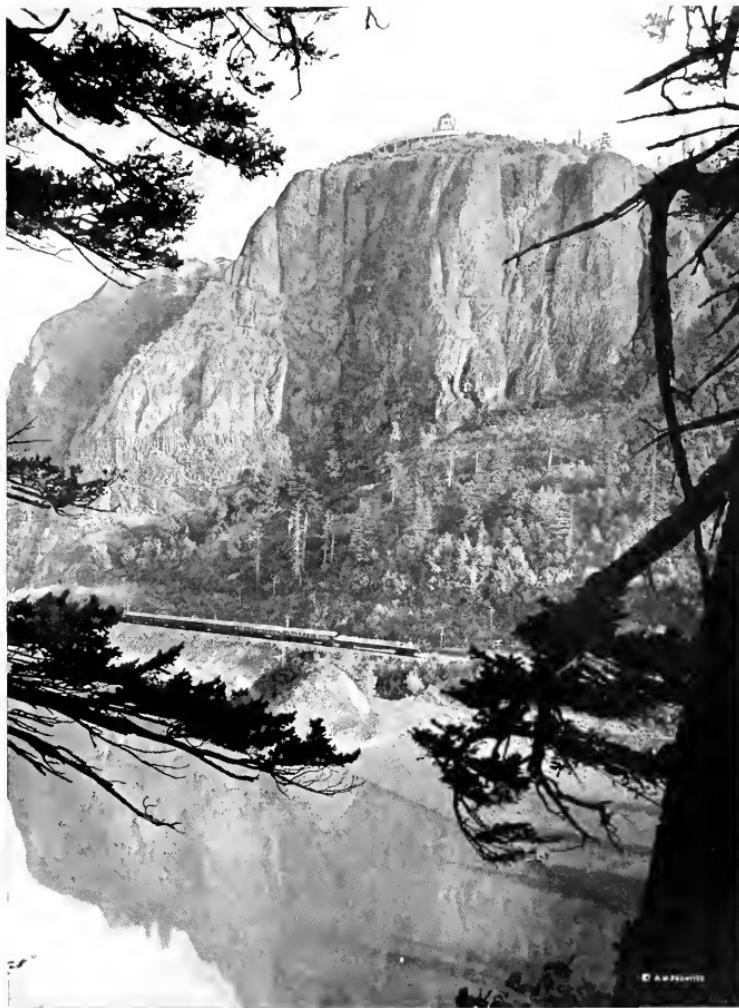
and Clark were told to make accurate astronomical observations whenever possible, and to fix the location of mountains, rivers and tributary streams on maps. In fact they were told to record everything they saw that would serve to increase knowledge concerning this region.

A careful study of the records made by Lewis and Clark, both on their westward and their eastward journeys, convinces us that they saw almost everything, and their astronomical observations check accurately.

On November 1, 1805, Lewis and Clark reached the foot of the rapids below the Cascades, or "Great Shoot"^{*} of the Columbia, where the river has cut its way down to sea level through the very heart of the lofty Cascade Range. On this date they noted in their diary that great numbers of "Sea Otters" were seen at this point. Again on February 23, 1806, while in their winter camp at Fort Clatsop on the Lewis and Clark River, near the mouth of the Columbia, Lewis wrote: "The seal are found here in great numbers and as far up the Columbia River as the Great Falls, above which there are none."

The "Great Shoot," or cascades of the Columbia, is more than one hundred and fifty miles from the sea, and at extreme

*This is the term and the exact spelling used by Lewis and Clark to designate The Cascades of the Columbia.



THE GREAT ROCK—CROWN POINT—COLUMBIA RIVER HIGHWAY

This rock stands 725 feet above the mile-wide river. The Columbia River Highway encircles the top of it. A reinforced concrete sidewalk and railing extend around the outer edge of the roadway, and every 20 feet there is a lamp post. The Vista House, a pioneer memorial, occupies the center of the circle (see page 9). Compare the bulk of the great rock with the Union Pacific train.

low water, in the fall of the year, the tides of the ocean affect this great river for that distance. The black heads of seals from the ocean can still be seen occasionally bobbing up and down in the foaming waters at the foot of the rapids. They are chasing the salmon as they did when naked Indians lined the banks of the great river to catch their winter's supply of food.

The Indians still come to this historic spot in great numbers. They are allowed to fish at any time of the year, just as they have done for many centuries. Old treaties guaranteeing this right have been confirmed in the highest courts.

The salmon industry has grown to immense proportions in recent years in spite of fearful inroads by commercial fishermen. The salmon pack of the Columbia River for 1927 amounted to \$7,000,091.00. Figured on an acreage basis over a distance of 200 miles, starting at the confluence of the Deschutes River, at the east portal of the Columbia Gateway through the Cascade range, and continuing to Astoria by the Sea; this 200 miles of river yields an annual return of \$115.63 per acre. Capitalize this at six per cent and we have a value of \$1,927.17 per acre. This annual yield per acre, of the Columbia River in salmon, does not quite equal in value an acre in some of the best apple orchards, but it is one among many of the best paying crops of the Pacific Northwest. Imagine a perfect orchard of world-famous Hood River apples, one-half mile wide and two hundred miles long, and you have the true fish story of the lower Columbia for 1927.

The early missionaries who entered the Oregon Country in answer to the Macedonian Call of the Nez Perces, taught the Indians how to raise grain, fruit, vegetables, cattle and hogs.

Soon thereafter the Indians saw the white man coming. Far as the eye could see, there were long lines of covered wagons. The greatest trek in all history was on. Three hundred thousand men, women, and children were moving in this long line of march at one time, between the Mississippi River and the Pacific Coast.

The wagons could be driven no further than The Dalles. The hardy pioneers lost no time in cutting down fir trees from which they constructed rafts large enough to accommodate their wagons, and in this way they floated down the turbulent



PHOTO BY THOMAS J. BONES KODAK DEPT. J. A. GILL CO.

VISTA HOUSE AT CROWN POINT—A PIONEER MEMORIAL

The finished highway fits the top of the great rock as perfectly as a hat band fits a hat. The Vista House provides shelter and comfort. The distance from the Vista House to Cape Horn on the opposite side of the river is more than three miles.

river to the "Great Shoot" or cascades of the Columbia, where they made a portage of five miles around the Cascades and the lower rapids of the Columbia. Continuing their journey, they floated down the ever broadening river on barges or "batteaus," built by the Hudson's Bay Company, which had established a trading post at Fort Vancouver March 19th, 1825.

The Hudson's Bay Company operated a small sawmill, five miles above Fort Vancouver, which they used in constructing their barges. They used sails to help them up stream, and floated down stream, impelled by the swift current.

The pioneers started on their long trek in the spring when the last snow of winter had melted. Most of them reached the old Indian village of Wishram, just above Celilo Falls, seven miles above The Dalles, late in the fall of the year, when great throngs of Indians from distant tribes came to the river to catch and cure their winter's supply of salmon, to swap horses, and to gamble and trade.

The pioneers were sorely in need of fresh meat, fruits and vegetables. Most of them were suffering from scurvy after their long journey across the plains, and were glad to exchange most of their clothing for the fresh food the Indians could supply. They gave a good shirt for a half peck of potatoes. The pioneers believed they were nearing their journey's end and could buy more clothing when they reached the trading post of the Hudson's Bay Company at Fort Vancouver. They did not know of the dangers that were to be encountered in the Columbia Gorge. The high mountains on each side of the river were covered with snow, and wintry winds whipped the icy waters into foaming white caps that made it impossible to navigate the river on either log rafts or batteaus for weeks at a time; hence the pioneers suffered greatly, many of them more than they did during the entire trip across the continent.

When the great rush came in the fall of 1845, hundreds of covered wagons were lined up at The Dalles awaiting river transportation. The congestion was also very great further down, at the "Great Shoot," on account of bad weather and because the Hudson's Bay Company could not construct barges, or batteaus, fast enough to handle the throng. By this time other interests had engaged in building boats and barges, but the rush increased to such an extent, and the boat charges be-

REMINISCENT.

The Rhine has been a favorite resort for lovers of natural beauty for more than a thousand years. In the fall of 1908 Mr. Samuel Hill and I were delegates to the First International Road Congress at Paris, and were attracted to the Rhine while studying road conditions throughout Continental Europe. Shortly after passing Bingen we succeeded in making excellent photographs of some of the old castles. The ancient ruins of Ehrenfels, perched high on the steep slopes of the Rudesheimer Berg, charmed us, for the hillside at this point is completely covered with terraced vineyards, supported by massive masonry walls resembling giant stairs.

"Who built these walls?" was the question asked.
"Charlemagne," was the reply - "and you are going to see something like that on the Columbia some day!"

"What? Castles and Vineyards?"
"No," said Mr. Hill, "I am thinking of a great highway, although you may see the castles and the vineyards too." In my heart I said, "Not in my lifetime - If I ever have a grandson, he may live to see it, or, may be his son."

Only five years elapsed, however, when, through Mr. Hill's influence, the author was asked to fix the location and direct the construction of this highway through The Gorge of the Columbia.

Dry masonry walls (constructed without the use of cement or mortar of any kind) have been used extensively in Germany, Italy, Switzerland and Greece in bygone centuries.

We adopted this plan and constructed many miles of dry masonry walls on the steep slopes of the mountains in the Columbia Gorge. They add greatly to the charm of the highway.

The Italian laborers built their very souls into these walls as they sang their native songs and thought of the homeland.

Samuel Christopher Lancaster
September 1926



ANCIENT RUINS OF EHRENFELS AND THE TERRACED VINEYARDS PLANTED BY CHARLEMAGNE

came so exorbitant, that it was necessary to find some other way to enter the "promised land" west of the Cascade range.

Joel Palmer tells us in his diary* of the hardships endured by the first party that climbed over the summit of the Cascade range, south of Mt. Hood, when the snows of early winter were beginning to fall. They reached the Willamette valley in safety, but, without their wagons, and they suffered almost as much as those who passed through the Columbia Gorge.

Thomas Jefferson never saw the Oregon country. A vast empire, equal to one-third of the total area of continental Europe, embracing the Louisiana Purchase and the original Oregon Country, was, however, acquired through his "Audacious Enterprise." His dream came true. He worked intelligently and earnestly. His motives were pure, and he accomplished the desired end. Jefferson died in 1826. Practical photography was not developed until 1839, therefore he never saw any pictures of this country, and could only know of its majestic grandeur through sketches made by Lewis and Clark, members of the Astor party, and others who related what they had seen.

All who enter the Columbia Gorge and look at those great monoliths that lift their heads high above the clouds, where this Continental River has been at work through long centuries of millenniums, carving its way through the very heart of the mountain range, cutting the hard rock down to the level of the sea, will be impressed by an observation made by Thomas Jefferson more than a hundred years ago when he said, "It is a solemn and touching reflection perpetually recurring, of the weakness and insignificance of man, that, while his generations pass away into oblivion, with all their toils and ambitions, nature holds on her unswerving course, and pours out her streams and renews her forests with undecaying activity, regardless of the fate of her proud and perishable sovereigns."

*Note.—Joel Palmer's diary, entitled "Journal of Travels over the Rocky Mountains" is much sought after by collectors of rare books, single copies selling for hundreds of dollars. A beautifully illustrated book, "The Columbia—America's Great Highway," by Samuel Christopher Lancaster, published by the J. K. Gill Company, Portland, Oregon, contains reprints of Joel Palmer's diary; also reprints of Mrs. Whitman's diary and that of Mrs. Elizabeth Dickson Smith Geer, after they reached the Cascade Mountains.



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ROCK OF AGES

Of all the varied forms wrought by the forces of nature in the Gorge of the Columbia, none is more beautiful than "Rock of Ages," named by a lovely woman who came to the Oregon Country as a young bride more than half a century ago. Mrs. Strowbridge did not live to see the highway completed, although a friend brought the scenes to her one evening through the medium of color photography. Being told that a cold spring of pure water gushed from its base, she said, "Call it Rock of Ages." It is more than a half mile in height.

ROMANTIC LEGEND OF THE

THREE of the giant peaks nearest the Columbia Gorge are known as "Guardians of the Columbia." They are St. Helens, 9,671 feet high; Mt. Adams, 12,307 feet, and Mt. Hood, 11,225 feet. St. Helens* is the youngest of these extinct volcanoes. Her slopes have not yet been eroded by glacial action and the smooth, rounded shape of the mountain, resembling the breast of a maiden, caused the Indians to weave a romantic story concerning a courtship and a terrible conflict between jealous rivals, that caused great disaster and broke down the "Bridge of the Gods." Mt. Adams became enraged at the attentions shown St. Helens by his rival across the river. Mt. Hood shook his sides and chuckled heartily. Adams became more furious. The earth trembled. Both mountains began throwing stones at each other. Clouds of smoke filled the high heavens. Lightning flashed, and from the summits of both mountains, great tongues of fire leaped forth. Becoming yet more furious, the mountains bellowed and roared, until all nature was affrighted. Sun, moon, and stars were obscured as these two giants

of nature fought for the possession of the most beautiful maid of all the mountains.

At last Adams picked up a foothill and threw it at Hood, but it fell short of the mark—landed squarely on top of the great stone arch which spanned the Columbia between high mountains like a rainbow, and broke down completely the magnificent "Bridge of the Gods," the wonder of all tribes everywhere, always. Concluding, the old Indian said: "When bridge fall, filled river up, make skookum lake; si·ah (shore far off, drawing out the syllable "ah" serving to express great distance) mox sun kop a kanim (two days journey with canoe or boat)."

*When Lewis and Clark saw Mt. St. Helens from the lower Columbia, near the present site of Longview, Lewis wrote in his diary: "It is the most noble looking object of its kind in nature." For further facts concerning "Bridge of the Gods," see "History and Legends of the Columbia," with beautiful illustrations and map, by Samuel Christopher Lancaster. Published by the J. K. Gill Co., Portland, Oregon.



St. Helens, the Beautiful Maid of the Mountains, resembles Mt. Fuji, the sacred mountain of Japan. Photographed by Frank L. Jones, Portland, Oregon.

FABLED BRIDGE OF THE GODS



Mt. Adams, the jealous rival of Mt. Hood
12,307 feet above sea level and 12,304 feet
above the Columbia at this point.

were lighted and placed on the bows of their high-beaked canoes. The smoke from the torches showed plainly on the roof, or under side of the arch, indicating continuous use "long-time back." When the arch fell, about 1775, it dammed the river and backed the water up so far that "Tumwater" is now only half its former height and the salmon are able to leap the falls and ascend the Columbia for great distances.

Note.—Mt. Adams, the belligerent (destroyer of the beautiful "Bridge of the Gods," according to Indian legends), is now in perfect repose and has shown no signs of activity since the coming of the white man. Viewed from all directions, Mt. Adams possesses stately dignity. Towering above the Columbia Gorge, this hoary giant looks down on the puny creations of man, as transcontinental trains glide swiftly over steel rails on both sides of the river; automobiles, passenger busses, and freight trucks speed along paved highways; steamboats navigate the Columbia, and airships wing their way through "The Beautiful Gate" which the Master made for the use and enjoyment of the children of men.



GREAT TRUTH is bound up in the bundle of Indian legends concerning the "Tomanowos" bridge (built by the gods), which once spanned the Columbia where the "Great Shoot" or Cascades now are. Without doubt there was a time when the tides of the ocean affected the Columbia as far as "Tumwater," the falls of the Columbia a little above The Dalles. The Coast Indians and those living in villages along the lower Columbia, ascended the great river as far as "Tumwater" in their picturesque high-beaked canoes, in the fall of the year, when the Columbia was low and the salmon were running. The height of these falls was then approximately seventy-five feet, therefore the salmon could not get above "Tumwater." Great numbers of Indians also came from the interior to this historic spot with buffalo robes and other articles for barter and exchange. When the Indians from the lower Columbia passed under the "Tomanowos" bridge, old legends declare that torches



MULTNOMAH FALLS BY PRENTISS

The Cascade Range is a "Great Mountain Barrier" to the Puget Sound country, which has fought hard and is still fighting valiantly to retain its place on the map, while the people of the Oregon



THE great English botanist, David Douglas, for whom the Douglas fir tree is named, appears to have been the first one to speak of these mountains as the "Cascades," because so many crystal streams cascade down the steep slopes of the range out of the evergreen forests which clothe these mountains. The accompanying photographs of the Cascade Range, looking northward across the Columbia Gorge, were taken early in the morning from the top of Larch mountain, 4,016 feet above the river which passes through the range at right angles and at sea level at this point.

The upper picture, by Mr. Winter, shows clouds floating over the Gorge. Mt. St. Helens, on the left, is 9,671 feet in height. Mt. Rainier, on the right, is 14,408 feet in height, and more than 100 miles from the camera. The clouds are a half mile above the Columbia and three miles across, looking toward Rainier.



country and the entire Columbia Basin will always think of the Columbia Gorge as the "Beautiful Gate" through which a great Continental River moves majestically to the sea, while transcontinental



The lower picture, made by Mr. Kiser with a wide angle lens, about an hour after the upper one, shows the Columbia Gorge after the clouds of fog had vanished. Mt. Adams can be seen on the right.

These photographs illustrate graphically the massive "Mountain Barrier," which, in the early part of the nineteenth century members of Congress believed to be impassable.

The Great Architect and Master Builder has directed the forces which He set to work and which have continued unceasingly, day and night through centuries of millenniums, cutting this sea level gateway through this "Great Mountain Barrier." He wrought marvelously. The Panama Canal and all other works of man are dwarfed into insignificance by comparison with the "Beautiful Gate" which the Master made through these mountains.



BY PRENTISS LATOURELL FALLS

tal trains glide swiftly over smooth tracks on both sides of the river, on a water grade, all the way to ship-side. This sea-level gateway is the *natural outlet* for the commerce of America to Alaska, the

Orient and the Antipodes. There is a broad highway on both sides of the Columbia and the river is navigable for 500 miles inland, to Lewiston, Idaho. The Columbia Basin is coming into its own.

REALIZING
the advan-
tages of the
Columbia
Gateway,

Mr. James J. Hill
built the S. P. & S.
Railway more than
twenty years ago on
the north side of the
Columbia, between
Spokane and Port-
land. This is one of
the greatest railways
ever constructed in
America. The low
cost of transportation
via the Columbia
Gateway has made
Portland one of the
major seaports of the
world. This is the
largest fresh water
port on the Pacific
Coast, and the water-
borne cargo tonnage
for 1927 was greater
than that of Seattle,
the official figures be-
ing: Portland 8,582,-
657, Seattle 8,292,-
454. Ship masters
and all who trade by
sea find Portland to
be the safest harbor,
and it will soon be
the greatest harbor
on the Pacific Coast.
The whole nation was
thrilled on the eve-
ning of January 12,

1929, while listening with admiration to the graphic account broadcast over thirty-nine stations, describing the opening of the New Cascade Tunnel of the Great Northern Railway, which spent \$25,000,000 in order to lower the summit of this "Mountain Barrier" 502 feet.

Note. These cuts show the divide in the Cascade Range. There is a wild grandeur and a majestic beauty here that delights the soul. The viaduct shown on this page appears like a tiny scratch when compared with Mt. Hood on the opposite page (the arrow points to the viaduct). Union Pacific Railroad is 200 feet below the highway and 30 feet above low water in the Columbia.



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EAGLES NEST

This viaduct on the Columbia River Highway is 200 feet above
Union Pacific Railway tracks.



The "Mountain Borer" still exists for the Puget Sound District, although the new tunnel has greatly facilitated the operation of Great Northern trains, which, however, must still climb to an elevation of 2,881 feet in passing over the new summit, where the single track railway enters the east portal of the eight-mile tunnel. The pioneer spirit of James J. Hill still lives in the hearts of the men he trained to carry out his dreams. They have bored the longest railway tunnel on this continent in an incredibly short time. Seventeen hundred men, using electricity and compressed air, worked three years continuously on day and night shifts. Some of the water which formerly cascaded down the steep slopes of these mountains has been harnessed and made to generate electricity for boring the tunnel and pulling Great

Northern trains over the Cascade Range, demonstrating how man power is multiplied by the growing mastery of nature's resources. The boring of this tunnel is part of the program adopted years ago by James J. Hill to make transcontinental tracks to major ports as low and straight as possible. The Columbia Gorge is the direct low grade water route to the sea and the air mail route to the Pacific Northwest.

Note.—This photograph of Mt. Hood, looking south across the Columbia Gorge shows the S. P. & S. Railroad (Hill line) and the highway on the Washington side of the river. The O-W. R. & N. Co. (Union Pacific) can be seen on the Oregon side of the river, with the highway 200 feet above. The river is only three feet above mean low tide and the elevation of Mt. Hood is 11,225 feet.

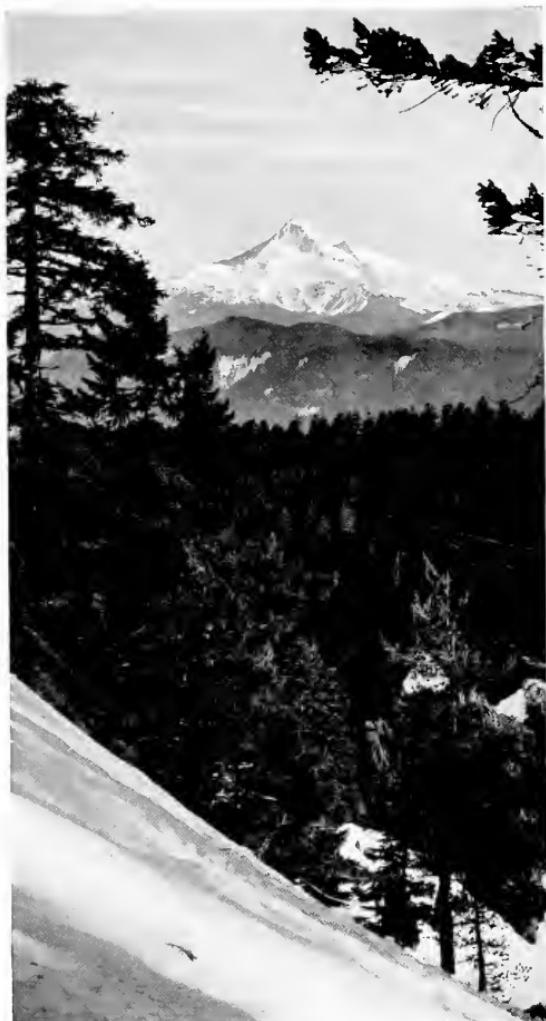
EXCELLENT foot and pony trails lead up from the highways on both sides of the Columbia into regions of rare beauty. They follow laughing water brooks to lakes of emerald hue nestling among the highest peaks crowning the summit of the lofty Cascade Range. The trails continue on easy grades and reach the highest points overlooking the Columbia Gorge and surrounding country. Some of these delightful trails pass through box canyons, past many waterfalls, then on through forests of great trees, where rhododendrons bloom in profusion. The grades are easy, and old and young alike enjoy the walks or horseback trips for long distances. Exquisite ferns and a great variety of wild flowers delight all who love the beautiful. Shelter houses and rock fire-places have been provided at frequent intervals along many of these trails. Twelve waterfalls can be seen in a distance of seven miles along Eagle Creek. The Eagle Creek trail was built by the United States Forest Service, and is twelve miles long. Starting from the Eagle Creek camp ground on the Columbia River Highway, the trail ascends to Wahtum Lake, 3600 feet in elevation, and only three miles south of the Columbia.



EAGLE CREEK TRAIL.

This beautiful foot and pony trail was constructed on easy grades; the maximum being five per cent.

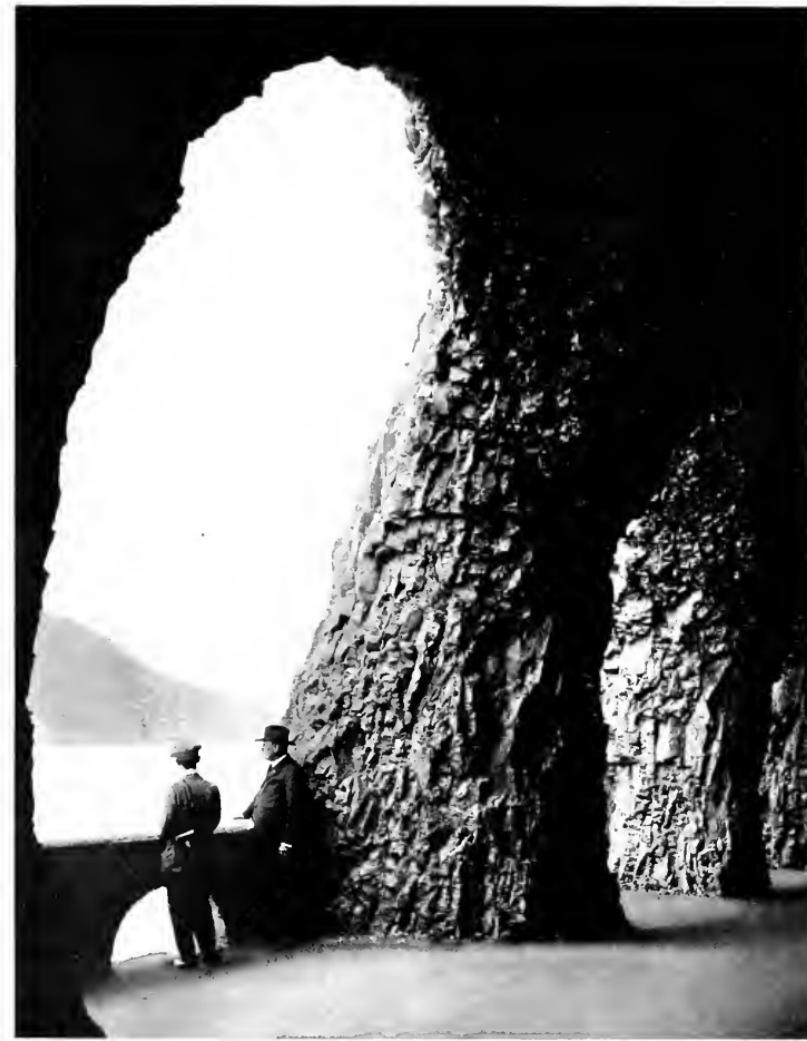
Note.—The United States Forest Service will furnish full information to interested parties. The Forest Service maintains and patrols many of these beautiful trails for the use of all the people who wish to enjoy an outing in the National Forest.



A R C H
Mountain
has been
called
"Nature's
Grandstand." It is
4,046 feet in elevation,
and the summit
is only three miles on
an air line from the
Columbia River in
the Gorge below.
Both of the beautiful
waterfalls, shown on
pages 16 and 17,
have their source in
Larch Mountain. The
picture of Mt. Hood
on this page was
made from the sum-
mit of Larch Moun-
tain, looking east-
ward, while both of
the photographs of
the Cascade Range
overlooking the Co-
lumbia Gorge, pages
16 and 17, were made
from almost the same
spot, looking toward
the north. Starting
from the highway at
Multnomah Falls,
the trail crosses the
bridge shown in the
picture on page 16.
Winding back and
forth, it passes over
the rim and enters a
box canyon above the
falls. In this canyon
there are numerous

cascades, and two other beautiful waterfalls are passed before the trail circles through a magnificent forest of noble fir trees (erroneously called larch). Some of these trees are very large, and between two and three hundred feet in height. Returning by another trail which branches off and follows Wahkeena Falls (meaning Most Beautiful), one again reaches the highway. The round trip embraces thirteen and one-half miles.

Note.—A beautiful lake nestles between the fir-clad range in the middle ground of this picture and Mt. Hood. The City of Portland obtains its abundant supply of pure water by gravity from this source.



L. O. P. Y. R. T. W. E. S. T. C. O. P. O. R. T. L. A. N. D.

THE TUNNEL OF MANY VISTAS, MITCHELL POINT COLUMBIA RIVER HIGHWAY

At Mitchell Point, the mountains are high; the precipitous cliffs extend almost to the water's edge, leaving just room enough for a railway track to pass between their base and the broad Columbia. In order to maintain an easy grade and go around the face of the cliff by the shortest route, it was necessary to bore this tunnel 100 feet above the railroad track. This work will compare favorably with that of any road construction in all the world.



HE Gorge of the Columbia can be reached in less than one hour from Portland over a paved highway. The grandeur of the Hudson, the St. Lawrence, the Danube, and the Rhine suffer by comparison. The editor of one of the great New York dailies said editorially, after motoring through the Gorge, "The people of the Oregon country have constructed perhaps the greatest highway, in the most magnificent setting in the world. They have pierced the mountains through with cloistered tunnels and carried the road around sheer precipices on buttressed walls, being careful to keep the natural beauty all about them and not to mar the landscape."

The late Frederick Villiers, veteran British War Correspondent of the *Illustrated London News*, said, as he watched a magnificent sunset from Crown Point after motoring through the Gorge, "It possesses the best of all the great highways in the world, glorified! It is the king of roads."

The Columbia River Highway has been called "A poem in stone."



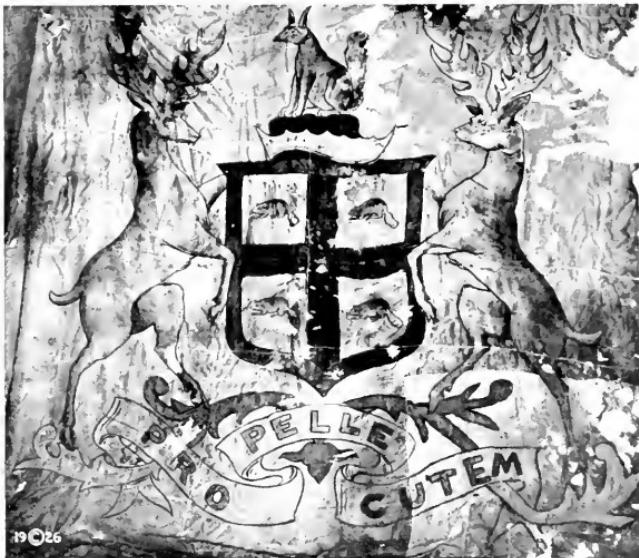
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THE TUNNEL OF MANY VISTAS, AT MITCHELL POINT

The famous Axenstrasse tunnel of Switzerland has three windows overlooking Lake Uri and the mountains round about. This tunnel on the Columbia River Highway has five great windows looking out over the broad Columbia and the rugged peaks of the Cascade Range.

Note.—The author desires to give full credit to J. A. Elliott for his skillful engineering in fixing the location and directing the construction of the "tunnel of many vistas" through Mitchell Point, Columbia River Highway. The first unit of this great highway through the Gorge was built and paid for by Multnomah County, Oregon, before either state or national aid became available.

Historic Flag Hudson's Bay Company



PHOTOGRAPHED SEPT. 15TH 1926. COPYRIGHTED BY S. C. LANCASTER

This flag was raised over Fort Vancouver when it was founded by The Hudson's Bay Company, March 19, 1825. That was a momentous event in the settlement and development of the Pacific Northwest. Sir George Simpson, then deputy governor of the fur company, wrote in his journal on that day: "At sunrise mustered all the people to hoist the flagstaff of the new establishment and in the presence of the gentlemen, servants, chiefs and Indians, I baptised it by breaking a bottle of rum on the flagstaff and repeating the following words in a loud voice: In behalf of the honorable Hudson's Bay Company, I hereby name this establishment Fort Vancouver. God save King George the Fourth!" With three cheers. Gave a couple of drams to the people and Indians on the occasion. * * * "The object of naming it after that distinguished navigator is to identify our claim to the soil and trade with his discovery of the river and coast on behalf of Great Britain. If the honorable committee do not approve the name, it can be changed."

This flag was displayed at the Hudson's Bay Post for twenty-five years, while the fur trade was supreme, fulfilling a high destiny in preserving order among the aboriginal inhabitants and affording protection to the early pioneers. The following letter, written by Mr. C. H. French, District Manager of the Hudson's Bay Company, Vancouver, B. C., to Mr. Glen N. Ranck, Vancouver, Washington Historical Society, June 7, 1920, is self-explanatory: "It may be of interest to you to know that the house flag given you by myself while you were in Victoria attending our 250th anniversary celebration on May 2-4 last, was used by Sir James Douglas. When I discovered it twenty years ago, it was carefully stored away and labeled, 'Very Old House Flag used by Sir James Douglas.' On further investigation, old employees of the company told me that it was brought from Vancouver, Washington, by Sir James Douglas when he moved here in 1849."

The flag was recently presented to the City of Vancouver, Washington, by Mr. Ranck, and it will serve further to unite two peoples in bonds of friendship.

UR traders and missionaries played an important part in the early development of the original Oregon country. Following closely the exploration by Lewis and Clark, the Astor expedition undertook an enterprise of great moment at Astoria. This was quickly ended, however, by competition and chicanery. Frequent clashes occurred between men employed by the Canadian and the English companies. The British Government practically commanded the warring factions to reach some satisfactory agreement, and, as a result, the Hudson's Bay Company absorbed the Northwest Company.

Much has been written by eminent historians concerning the discovery, exploration, and pioneer settlement of the Oregon country, and the peaceful settlement of a dispute, which became white hot, reverberated through the halls of Congress and almost plunged the United States into war with England.

Attention is called to certain facts which will be of interest at this time. Captain Gray crossed the bar and discovered the river which he named for his ship, May 11, 1792, although he went only a short distance above Tongue Point to what is called Gray's Bay in his honor. At this time a British expedition, under Captain George Vancouver, was engaged in making a careful study of the entire Pacific Coast, endeavoring if possible to discover the mythical "Northwest Passage" to the Mediterranean.

Captain Gray met Vancouver after leaving the river, told him of his discovery, and gave Vancouver a copy of his notes for guidance in entering the great river, which Vancouver had passed August 17th without recognizing.

Vancouver proceeded at once to investigate Gray's discovery. He reached the mouth of the Columbia on Sunday, October 21, 1792, with his ships, "Discovery" and "Chatham," the latter vessel being in command of Lieutenant W. R. Broughton. Vancouver failed to enter the river because of rough weather and put to sea at the commencement of a heavy gale, leaving Lieutenant Broughton behind with the "Chatham," for the purpose of exploring and mapping the river "As far as it might be thought to be navigable." Broughton attempted to sail the "Chatham" up the river as far as Captain Gray had gone with the "Columbia" five months previously, but anchored the ship at a point three and a quarter miles southeast of Cape Disappointment, and departed with a cutter and launch, with a week's provisions and ascended the river to "Point Vancouver," where he arrived about sunset the afternoon of Tuesday, October 30, 1792. Vancouver says in his journal, referring to Broughton, "Previous to his departure, however, he formally took possession of the river and the country in its vicinity in his Britannic Majesty's Name, having every reason to believe that the subjects of no other country, nation or state had ever entered this river before; in this opinion he was confirmed by Captain Gray's sketch, in which it does not appear that Captain Gray either saw or was within five leagues of its entrance."^{*}

The "Point Vancouver" spoken of is on the Washington shore, nearly opposite Crown Point, on the Oregon shore. It is at the western entrance of the Gorge of the Columbia, and no doubt Broughton thought this was as far as the river could be navigated. This is confirmed by Vancouver's map filed with his report, and also by the map prepared by Captain Charles Wilkes of the U. S. Navy official expedition in 1841.

* The Columbia River is seven miles wide at Astoria. The British contended that Gray had only entered a bay when he crossed the bar and discovered the river May 11, 1792.



ASTORIA COLUMN

The Astoria monument on the crest of Coxcomb Hill, Astoria, Oregon, was conceived by Ralph Budd, president of the Great Northern Railway. He interested Vincent Astor, the grandson of John Jacob Astor, founder of Astoria, and gave every possible assistance in maturing and executing the plans.

The observation platform is seven hundred and fifty feet above the river, overlooking the Pacific Ocean and all of the country which figured in the beginnings of the historical record of the Pacific Northwest.

VENDÔME COLUMN

HEN the Hudson's Bay Company raised its flag over Fort Vancouver (now Vancouver, Washington), March 19, 1825, they declared "The object in naming it after that distinguished navigator is to identify our claim to the soil and trade with his discovery of the river and coast on behalf of Great Britain." Fort Vancouver was the head of navigation for ocean-going vessels which met the "Montreal Express" laden with furs. On the return trip the "Montreal Express" took into the interior articles for barter and exchange. Leaving Montreal in May, the "Express" came through the Great Lakes by steamer, then up the Canadian rivers to the headwaters of the Saskatchewan, crossing the Rocky Mountains before the snows of winter fell. This company of hardy men, numbering sixty souls, then descended the Columbia River to Fort Vancouver.

Fort Vancouver was a haven to all comers, and many notable personages visited this fur-trading post in those early days, among them scientists and artists.

Dr. John McLaughlin was the first Hudson's Bay factor to undertake the cultivation of the soil and the raising of poultry, cattle, and hogs, some of which he loaned to settlers to make a beginning; the only return asked being that they should supply other settlers in the same way.

The first missionaries came in 1834; but comparatively few American citizens had entered the original Oregon country, embracing the present states of Oregon, Washington, Idaho, and that part of Montana and Wyoming lying west of the Rocky Mountains, when a vote was taken on May 2, 1843, by 102 pioneer settlers at Champoeg, to establish a government under the Stars and Stripes. The decision for America carried by the narrow margin of two votes.

Congress continued to debate the question of the boundary between the United States and Canada until 1846, by which time many thousands of American citizens had entered the disputed territory with their families and settled on homesteads. The cry of "54—40 or fight" was used as a slogan during the Presidential campaign of 1844. However, while hot heads were clamoring for war with England, wise counsel prevailed.

The boundary between Canada and the United States was fixed for all time by a treaty concluded June 15, 1846, and ratified July 17. There is not a gun or a fort anywhere on the 3,898 miles of Canadian Boundary across the entire continent from ocean to ocean. We are "Brethren dwelling together in unity." The conquests of peace are greater than those of war.



MT. HOOD FROM AN AIRSHIP
Five giant peaks, always white with snow, charmed us, as we circled around Mt. Hood. At this altitude, 11,300 feet, there was no sense of motion through space at a high rate of speed. The ship seemed to be standing still, while Adams, Rainier, and St. Helens appeared to be doing obeisance as they circled around Mt. Hood. Mt. Jefferson and the Three Sisters looking on from the south. (In reality the ship was moving at a speed of 110 miles per hour.)

IN THE beginning God created the heaven and the earth." The beginning, no man knoweth; or how long it was before man became a living soul. One thing we do know: God did not tell man everything when He made him, but God made it possible for him to develop and to utilize the mighty forces which He created in the beginning. Men are now beginning to fly.

We have endeavored to give, in a limited space, through pictures and printed pages, a brief account of what has transpired in the Oregon country in the short period of one hundred and twenty-four years since President Thomas Jefferson sent Lewis and Clark to explore this region. J. G. "Tex" Rankin* invited the author recently to be his guest for a flight around Mt. Hood and a return through the Columbia Gorge. Taking off in a five seated, enclosed cabin plane, leaving the Port of Portland Airport on Swan Island about three P. M., the ship climbed gradually; it headed for the west portal of the Columbia Gorge and passed over Crown Point at an elevation of six thousand feet. There it altered its course to S. E. and continued climbing until it reached an elevation of 11,300 feet as it circled around Mt. Hood at a distance of six miles.

Having enjoyed the privilege of seeing Mt. Hood from all sides at this elevation, we descended to 4,000 feet, and returned to Portland through the "Beautiful Gate." We alighted on Swan Island after having traveled 200 miles in less than two hours. Aviation means the dawn of a new day for the Oregon country.

* The Rankin School of Aviation is the largest in America, more than 300 students being enrolled from all parts of the world. Interested parties can obtain a catalogue by writing.

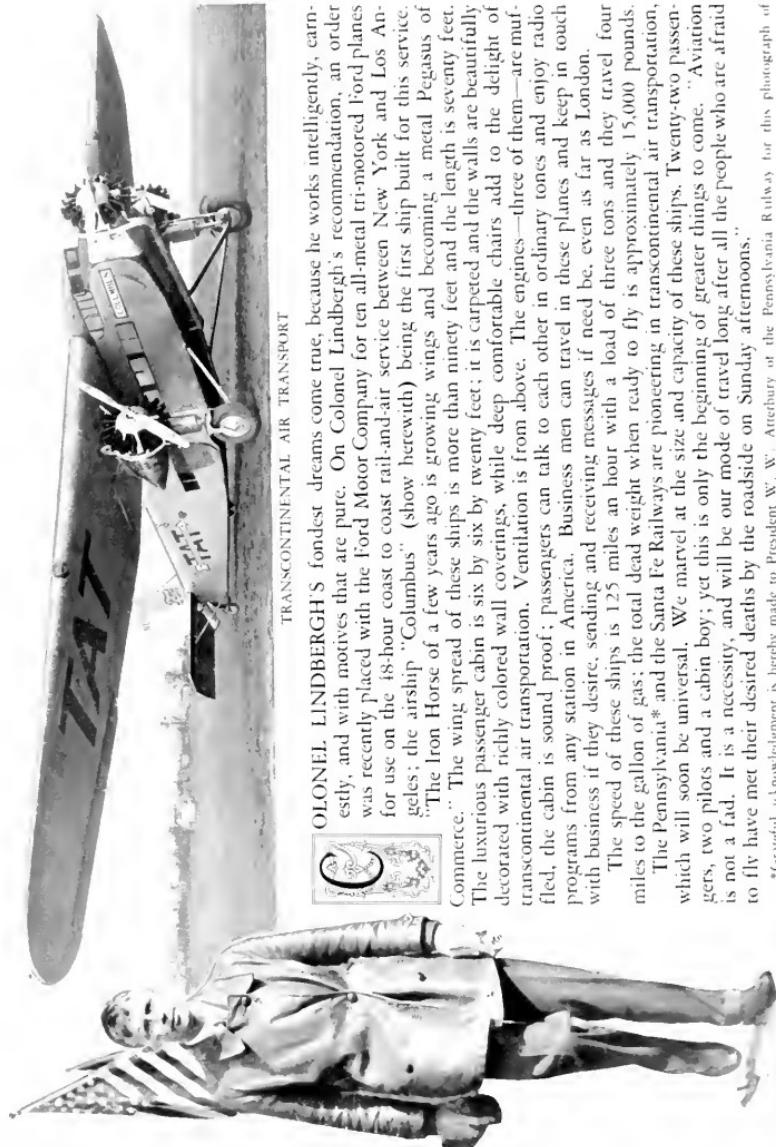


Vista House, Crown Point
from airship



PHOTO BY BRUBAKER AERIAL SURVEYS

Crown Point, Columbia River Highway, from airship



TRANSCONTINENTAL AIR TRANSPORT

COLONEL LINDBERGH'S fondest dreams come true, because he works intelligently, earnestly, and with motives that are pure. On Colonel Lindbergh's recommendation, an order was recently placed with the Ford Motor Company for ten all-metal tri-motored Ford planes for use on the 48-hour coast to coast rail-and-air service between New York and Los Angeles; the airship "Columbus" (show herewith) being the first ship built for this service. "The Iron Horse of a few years ago is growing wings and becoming a metal Pegasus of Commerce." The wing spread of these ships is more than ninety feet and the length is seventy feet. The luxurious passenger cabin is six by six by twenty feet; it is carpeted and the walls are beautifully decorated with richly colored wall coverings, while deep comfortable chairs add to the delight of transcontinental air transportation. Ventilation is from above. The engines—three of them—are muffled, the cabin is sound proof; passengers can talk to each other in ordinary tones and enjoy radio programs from any station in America. Business men can travel in these planes and keep in touch with business if they desire, sending and receiving messages if need be, even as far as London. The speed of these ships is 125 miles an hour with a load of three tons and they travel four miles to the gallon of gas; the total dead weight when ready to fly is approximately 15,000 pounds.

The Pennsylvania* and the Santa Fe Railways are pioneering in transcontinental air transportation, which will soon be universal. We marvel at the size and capacity of these ships. Twenty-two passengers, two pilots and a cabin boy; yet this is only the beginning of greater things to come. "Aviation is not a fad. It is a necessity, and will be our mode of travel long after all the people who are afraid to fly have met their desired deaths by the roadside on Sunday afternoons."

Colonel Charles A. Lindbergh

*grateful acknowledgement is hereby made to President W. W. Atterbury of the Pennsylvania Railway for this photograph of the Columbus and to *The Literary Digest* of March 2, 1929, for descriptive matter.

THE "audacious enterprise" of Colonel Lindbergh has captured the hearts and claimed the attention of all people everywhere. When "We" toured America after his solo flight across the Atlantic, he was expected to fly direct from Seattle to Portland. He arrived on time at Portland after having quietly made a side trip in order to make a private investigation, in his own way, of the Columbia Gorge. He must have travelled at a high rate of speed, for he cut across country from Chehalis, Washington, to The Dalles in eastern Oregon, and thence to Portland through the "Columbia Gorge."

His presence in the Gorge might never have been noted had he not been flying so low over the Government Locks on the canal around the Cascades, as to attract attention.

The toll gate keeper on the bridge spanning the rapids below the Cascades was horrified to see a plane approaching swiftly with the evident intention of passing under the bridge and close to the swirling rapids, because three high-tension transmission lines that were almost invisible, hung across the rapids in exact line with the plane and only 300 feet from the bridge. Thanks be to God, the keen eyes of Colonel Lindbergh saw the wires just in time. His trained hands guided the ship so skillfully that "We" lifted momentarily and passed over the wires, then ducked quickly and the "Spirit of St. Louis" passed under the bridge, ascended and passed out of sight as gracefully as a butterfly.



Airplane view of the Cascades of the Columbia and the bridge which Colonel Lindbergh flew under. Photographed from an elevation of 6000 feet. Across country from Chehalis, Washington, to The Dalles in eastern Oregon, and thence to Portland through the "Columbia Gorge."





PERSONAL WORD
FROM THE AU-
THOR: When my
father was a little
boy, the first railroads
were built in America. He
lived to see the short lines
reaching out from all the large
cities connected. The growth
continued, until bands of steel
stretched from ocean to ocean
and from the Great Lakes to
the Gulf of Mexico.

I have witnessed the rapid
growth of our elaborate system
of highways from its
inception, in which the bicycle
and automobile played a most
important part. I have always
been greatly interested in aviation
because father used to
tell me I would live to see
men fly.

We shall certainly see regular
transcontinental air service
established to the Pacific
Northwest in the immediate
future and to all parts of North and South America in a few years.
Relying with the utmost confidence on the good judgment of Colonel
Lindbergh, it is certain that the air lines to the Northwest will use the
Columbia gateway, discovered by Lewis and Clark, through the "Great
Mountain Barrier."

Our Flowers Now

Even before the great seal of silence has been placed upon your lips, before your weary lids are closed in the last, long sleep, we wish to bring to your heart and mind the conscious joy that we as men and as a club recognize that you have performed a greater service for Oregon than any man on its page of history.

Cfew who speed over the beautiful

Columbia River Highway

can now appreciate the wonderful work you have wrought, but in succeeding years your children will be made proud because of the well earned fame given to the name of

Samuel C. Lancaster

CAs a slight token of our love and esteem for you and a recognition of your great service and gift to Oregon, we create you, for life, an

Honorary Member of the Portland Rotary Club

Dated this Second of January, 1917.

K. G. Pike

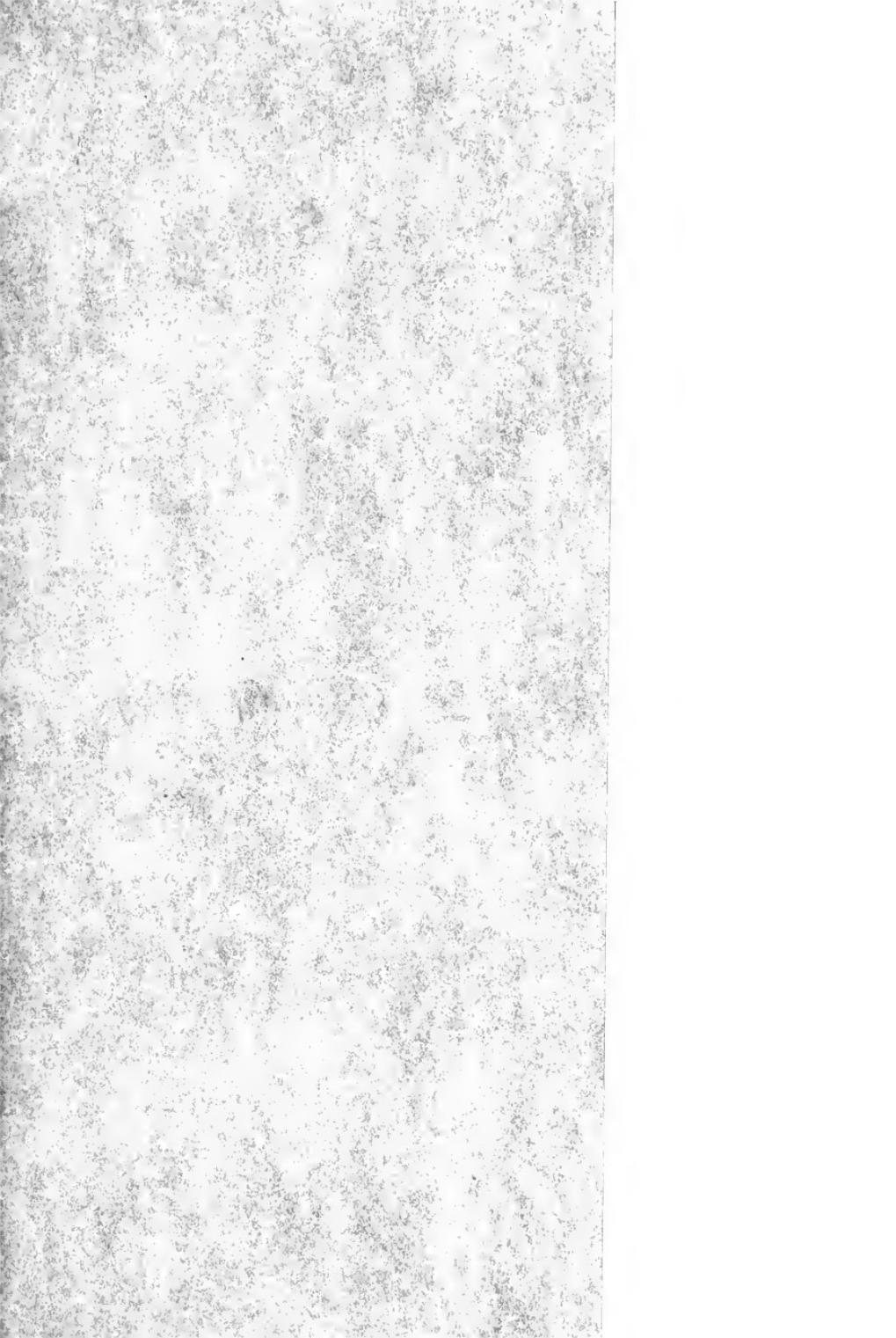
D. Wright

To Samuel C. Lancaster

Testimonial presented to Samuel C. Lancaster
by Portland Rotary Club



Port of Portland Airport on Swan Island



ROMANCE
of the
GATEWAY



ASTORIA COLUMN

Through the **CASCADE RANGE**